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No. 12,299

二月廿八八年二零九千一英

HONGKONG, FRIDAY, AUGUST 22, 1902.

日九月七七年寅壬

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.  
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ALLEN, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 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is the most concentrated meat essence made.  
Its discovery has caused a revolution in sick room dietary. Conserve only bearing the blue signature J. v. Liebig, and the initials of the manufacturers—"LEMCO."**M. MUMEYA,**JAPANESE ARTIST AND PHOTOGRAPHER  
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N. INUZUKA, Manager, Hongkong.

Hongkong, April 17, 1902.

2223

E27

F27

## LABOUR-SAVING

A small boy was introduced by his teacher to the ditto mark. Its labour-saving possibilities appealed to him, and he soon found occasion to turn his knowledge to account. While away on a short visit he wrote to his father. The letter ran as follows:-

Dear Father,  
I hope you are well.  
... mother is  
... sister is  
... Dick is  
... grandmother was here,  
... you would send me some money.  
Your aff. son.

TOM.

## BRITISH SEA COMMERCE AND BRITISH SHIPPING.

The fact that the tonnage of vessels entering and clearing from British ports during the past year shows a decrease of about 5 per mille is not discouraging, for in the past few years there has been an increase in the ratio of deadweight capacity to gross register tonnage, so that the actual work done is probably greater. The aggregate tonnage of vessels visiting our ports was 267,614,301 tons, but this includes also vessels arriving or leaving in ballast, and the frequent voyages of coasting steamers. This immense total marks an increase for the decade of 44 million tons, suggesting a great expense of sea commerce. The shipping tonnage has doubled in twenty-five years. The foreign trade constitutes barely one-half of the aggregate - 37,341,013 tons, and here is accounted for the whole of the decrease, which in view of greater size of vessels is what one would expect. The anxiety regarding the inroads of foreign ships in our trade makes it important to note that the ratio of such foreign-owned ships to the total of international shipping is 35.4 per cent. of the total, and although this is rather less than in the previous year, it is still a very large proportion. It is true that we do from a third to two-thirds of the foreign carrying of most foreign countries; but this does not explain away the large participation in our very extensive maritime trade. In the coasting trade foreign ships account for nearly 6 per cent., which is a surprising rate, when one considers that most sea-girt countries insist on the trade being confined to home-owned agencies. The Government return from which we make these deductions shows that London tops the list of ports with 17,265,645 tons of shipping entering and clearing, Cardiff coming second with 12,747,075 tons, then Liverpool, 12,172,635 tons; Tyne ports, 8,671,810 tons; Hull, 4,425,356 tons; Glasgow and Southampton exceeding 3 millions; and Newport, Blyth, Swanscombe, and Sunderland following, all with totals exceeding 2 millions. — *Engineering.*

## WHEN MARRIAGE IS A FAILURE.

That marriage is always successful is within the knowledge of all. Sons of as have that uncomfortable fact pretty constantly before us, with practical illustrations; while others, more fortunate, are made aware of it only by the newspapers and an occasional unguarded remark by some married man, as in the case of a celebrated Englishman who, when asked if he had any children, replied that he preferred them to marriage bonds. Doubtless there had been some joining note in that stockholder's house before he started for his office that day, or he would never have made so unlifelike a remark. Nevertheless, marriage as a social institution is not perfect, and it is positive proof that it is the failures that we hear so much; of the innumerable happy marriages we hear little or nothing.

When once marriage fails from incompatibility of temper, it fails at least ten times from ill-will, which is often the fact, which is the mirror of the truth when told. But let us not recall the picture of David Copperfield and his consummate child-wife, Dora, whose form grew lighter in his arm day by day? There is no more pathetic incident in imaginative literature. Unfortunately, it has far too often its counterpart in real life. Here is a narrative of a fact which probably many have experienced it; but the friend was a happy couple, and it is a case of all's well that ends well. We will let Mrs. Emma Basom, of Basom Hill, near Shrewsbury, speak for herself. "Shortly after my marriage," says this lady, in a sworn declaration made on 11th January, 1902, "I began to feel that I was not happy. I had a sinking feeling, and the first bad sign was, that my food began to disagree with me. After the lightest meal, I felt as if I had eaten three times too much, and the weight at my chest, and pain between the shoulders, were almost unbearable. Next, my appetite left me altogether, and unless it was something to tell me, it was death. I soon began to lose flesh, and a horrid, sinking, fainting feeling was constantly with me. My nights were restless, and I often lay twisting and turning the night through. I divined away a shadow, and remembered asking the doctor what it was that made me feel so weak. He gave me no direct answer, but said it was due to my nerves, and then later asked me whether any of my family were consumptive. 'Consumption?' quoth I, 'As I had not already enough to bear, and pain now settled in my forehead and ran right across the eyebrows, making me feel sick and dizzy. Wind in the region of the heart, too, surely gives me trouble; it is palpable, and at times quite like a feverish heat, with no perspiration. This day, my own sister brought me two bottles of Mother Seigel's Curative Syrup. "Now," said she, "you must leave off doctoring and take this." I asked her if she was going to kill me outright, but she insisted upon my trying it, and so I did. I used to recover during the day, and weary consciousness, during which time I took several bottles of your Syrup, but from the first I began to eat a little, and what I took gave me strength and encouragement. One by one the many bad symptoms left me. I grew stronger and increased in weight, until my health completely recovered. Then I found that she could take no care to be the same woman. I give all the praise to Mother Seigel's Curative Syrup, which was the means of restoring me to health and strength, when all hope of my recovery was abandoned."

It would not be easy find a more interesting case of ill-health threatening the happiness of a marriage, with the impending calamity so touchingly avoided.

## CHINESE SCHOOL BOOKS

I.—Sam Tsz King.  
II.—Tin Tsz Man.  
Translated into English.  
Price: 40 Cents the Set.  
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For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.  
THEY ARE INVALUABLE  
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Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

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## Hotels.

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,  
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For Terms.

Apply to the MANAGER. 741

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A First-Class Private Family Hotel.

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Very MODERATE TERMS to FAMILIES BY THE DAY OR MONTH.

Hongkong, December 18, 1900. 2639

## Pelham House,

FAMILY HOTEL,  
WYNDHAM STREET.M. MOORE,  
Proprietor.

## THE QUEEN'S HOTEL,

ELGIN ROAD, KOWLOON.

THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria. A First-class Hotel, with thirty-five very airy Bedrooms.

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Three-table Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. RUTTON JEE,

Proprietor.

Hongkong, March 3, 1902. 458

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, a mile away from the dirt and dustiness of the City, and surrounded by delightful gardens in a really ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,

Proprietor, Manager.

Hongkong, September 6, 1900. 850

NEW VICTORIA HOTEL.

ROTISSERIE,  
Meats à la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

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CHINA WARES.

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WHITE TURKISH  
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NEW WASHING  
SILKS.  
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DRESS GOODS.**

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**SEASONABLE****WINES.**

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LIGHT HOCKS	\$6.50 to \$10.00
WHITE WINES	8.00 .. 13.00
CLARETS	4.50 .. 13.00
ST. LEON TONIC WINE	21.00
BURGUNDIES	14.00 .. 30.00

**H. PRICE & CO.,**

458 Queen's Road.

**MEMOS FOR TO-MORROW.****Auction.**

2.30 p.m.—Auction of Household Furniture, at the Residence of Mr. J. M. Beattie, "Strawberry Hill" Park.

**General Memoranda.**

TUESDAY, August 26.—

Goods per *Kantou* not cleared at Noon on this date subject to rent.Goods per *Lander* undelivered after this date subject to rent.Goods per *Bearicot* undelivered after this date subject to rent.Goods per *Caudine* not cleared at 4 p.m. on this date subject to rent.**A GOLD AT THIS SEASON**

I S most annoying, and should not be neglected. Chamberlain's Cough Remedies will relieve the lungs, make expectoration easy, effect a quick cure, and leave the system in a healthy condition. It always cures and cures quickly. For sale by All Dealers. WATKINS Ltd.

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**THE REVENUE OF CHINA.****A SERIES OF ARTICLES.**

Reprinted from "The China Mail."

WITH AN APPENDIX.

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And Messrs. W. BREWER & Co.  
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BLEND**VERY OLD LIQUEUR****SCOTCH****WHISKY.**

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WHISKIES distilled in SCOTLAND

Specially selected. It is of great age.

Very fine and Mellow.

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A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY.

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**DEATH.**  
On the 18th instant, at the Government Civil Hospital, Hongkong, WILLIAM GEORGE, late Chief Engineer of S.S. *Fatshan*; aged 42 years.

*The publication of this issue commenced at 5.30 p.m.*

**The China Mail.**

HONGKONG, FRIDAY, AUGUST 22, 1902.

**LOCAL AND GENERAL.****LOCAL AND GENERAL.****NOTES BY THE WAY.**

Beverley House at Yokohama has become the Bluff Hotel.

The Chinese revenue cruiser *Lin Hsien*, built at the Kawasaki Dockyard, Kobe, has undergone a successful trial.

The incessant rains in Japan have done much damage to the railways, river embankments, villages, and many towns.

The Siamese Crown Prince, on his way back from England via the United States, is expected in Japan early in November next.

Lance-Sergeant F. H. le Mesurier, 1st West Yorkshires, has been selected for a Second Lieutenancy in the Border Regiment.

The British residents at Nagasaki postponed their celebration of the Coronation till the 8th of November owing to the prevalence of cholera at that port and the Municipal regulations against large assemblies.

The Shanghai Golf Club defeated the Shanghai Recreation Club at cricket by 141 runs to 107. For the governors, J. Mann scored 30 and captured 6 wickets for 39 runs, while K. J. McEuen scored 48 and secured 3 wickets for 30 runs.

Three cases of plague, all Chinese and all fatal, were reported to-day.

The Sandhurst Case.

Mr Brodrick stated in the House of Commons on the 7th inst. there will be a fresh Governor of Sandhurst next term, and also changes in the administration and education.

The Empress Dowager.

Chinese officials who have been to Peking and have been received in audience by their Majesties agree (states the *N.C. Daily News*), in saying that the Empress Dowager is now quite different in appearance from what she used to be before the Boxer disturbances in 1900. She is said to have become so thin-faced and sallow in complexion that those who had seen her before scarcely recognised her.

The Retort Sarcastic.

A squad of recruits were getting rid of some ammunition on the range one day, and the sergeant in charge began to use strong language as the firing proceeded and the target remained untouched. "What's missed again?" he roared, as an unfortunate recruit cut up the dust for the seventh consecutive time. "I don't believe you could hit a furniture van!" "Oh you needn't crow, sergeant," retorted the recruit: "you missed a train yesterday."

Missions to Seamen.

A Coronation gift of one thousand pounds has been presented to the Missions to Seamen for the provision of a new steam launch of stronger power than the present Mission steamer for the visitation of the ships and lighthouses on the Tees by the Society's Chaplain from Middlesbrough.

The Retort Sarcastic.

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Music at Hongkong Hotel.

By kind permission of Major Berger and Officers, the Band of the Hongkong Regiment will play at the Hongkong Hotel tomorrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

March. .... Manhattan ... Steinway ... Stow ... Intermezzo ... Cavalier ... Rus ... Sennari ... Selection ... Sinfonia ... Sinfonietta ... Slaughter ... Walzer ... Schubert's Ode ... Rosas ... Song ... Promises of life ... Owen ... Value ... Gondoliers ... Sullivan ... GOD SAVE THE KING.

Heir to Emperor of China.

According to a recent private letter from an authoritative source in Peking to a native official of high rank, temporarily residing in Shanghai (says the *N.C. Daily News*), it is reported in Court circles that her Majesty the Empress is emaciate. Her Majesty's name is Yeh-ho-na-la, and she is the daughter of Kuang Hsiung, Duke of Ch'ü-chün, and also a cousin of the Emperor, whom she married on the 6th of February, 1889. Being of a uniformly quiet and retiring disposition, but with a shrewd person, her Majesty never openly concerned herself with politics nor opposed the Empress Dowager in any way as to make an enemy of the latter as did the Emperor; hence the peaceful current of her life in Court.

German Mercantile Marine.

From statistics just published, it appears that there were, in 1901, 369 German steamers of more than 2000 tons, and 41 of more than 6000 tons, against 324 and 32 respectively in 1900. Within the last four years the number of steamers of more than 2000 tons has increased by 101; that of steamers over 6000 tons by 28. At present the largest German steamer is a vessel of 16,500 tons, but the North German Lloyd is having a fast steamer built by the Vulcan Company at Stettin, which will be 10,500 tons burden. It is to be called the *Kaiser Wilhelm der Grosse*, and the Emperor had promised to be present at the launching in the beginning of August. Built of the best Siemens-Marten steel, this twin-screw steamer, with a displacement of 26,000 tons, will measure 215.6 metres in length, 21.9 metres in width, and 12.5 metres in depth. There will be on board cabin for 1000 passengers and room for 800 in steerage. The crew will number 586, so that she will carry at together 2400 people. The motor power necessary to achieve the desired speed of 23 knots per hour will be provided by quadruple expansion engines, producing at least 36,000 horse-power. The engines will be separated from each other by watertight bulkheads.

Hongkong A.D.C.

The Hongkong Amateur Dramatic Club propose to put on the following pieces during the season: "Liberty Hall" about the middle of November; "His Excellency the Governor" about the middle of December; and the comic opera of "His Excellency" about the middle of January.

It will be remembered that the last-mentioned piece was in full rehearsal in the spring of 1901, but was indefinitely postponed upon receipt of the sad news of the death of the late Queen Victoria. We understand that the prospects for the coming season are decidedly good, the Club having received a good number of new and valuable recruits.

The welcome return of Mr E. W. Mitchell, the able stage assistant, Mr H. C. Nicolle, his indefatigable assistant, and Mr C. H. Grace, for more years than he would like us to mention a leading light on the local stage, strengthens the Club very materially, and it is unnecessary to predict that the coming season will rival any that has gone before.

I HAVE taken Stearns' Wine of Cod Liver Oil for general weakness, and am pleased to say that I have derived great benefit from it. I shall recommend it to my friends as being invaluable as a tonic.

Yours truly,

G. WALL.

Sussex Road, Southport, England.

Wholesale from A. S. Watson &amp; Co., Ltd., Hongkong.

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**LOCAL AND GENERAL.****WATER POLO.**

A water polo match was played at the Victoria Recreation Club last night in the Water Polo Shield Competition. The teams were as follow:—

'A' Team, V.R.C.—Goal, H. M. Pereira; backs, J. H. R. Hance and A. Loureiro; half-back, C. M. Alves; forwards, C. E. P. Herbst, A. Humphreys (captain) and F. D. Bain.

'B' Team, V.R.C.—Goal, H. Schuhacher; backs, H. W. Kinnell and H. M. Bain; half-back, F. K. Tata (captain); forwards, H. S. Kennett, G. H. Rubin, and O. R. Chunnut.

The game was a fast one, but 'A' team was decidedly stronger, and won by 3 goals to 1. It is only fair to say that through sickness and other causes the 'B' team was not so strong as it might have been.

FIFTEEN MILE RECORD BROKEN.

There was some sensational running on the Stamford Bridge Ground on the 21st ult., when, in an event promoted by the London Athletic Club over 15 miles (level), F. Appleby, of the Horns Hill Harriers, beat Arthur Shrub, South London Harriers, the famous Amateur Champion, by 40 yards, in the world's record time of 1h. 20m. 4.35s. Shrub being second exactly 11.5-sec. behind. It was a marvellous race, and a most exciting one to watch, for Appleby, who led practically throughout and made his own running, sprinted in the last lap (covered in 1min. 11.3-sec., the fastest of the lot), and sailed home a brilliant winner as stated. The time beats by 2min. 10.4-sec., that of Sid Thomas, made on the same track on April 9, 1892, viz. 1h. 22m. 15.2-sec.

THE GERMAN COLONIES.

No other riots are reported, so it is believed this is merely a local affair.

The German gunboat *Forwards* left Yochow to proceed across the Tungting Lake for Chen-Chou. Boats too deep.

[We do not understand the purport

of the last sentence, but give it as sent.

Chen-Chou is situated on the Yilun River, about 150 miles from the junction

of the river with the Tungting Lake, and about 170 miles, as the crow flies, west of Changsha, the capital of the Province.—En., C.M.]

**TELEGRAMS.**[*CHINA MAIL* SPECIAL SERVICE].**TWO MISSIONARIES MURDERED.****RIOTS IN HUNAN.****A German Gunboat to the Rescue.**

(From Our Own Correspondent.)

SHANGHAI, August 21, 4.26 p.m.

Reports have been received from Hankow to the effect that two British missionaries have been murdered at Chen-Chou, in the Province of Hunan.

No other riots are reported, so it is believed this is merely a local affair.

## CORRESPONDENCE.

THE DOCK COMPANY.  
To the Editor of the "CHINA MAIL."  
Hongkong, August 22.

DEAR SIR.—I don't know whose feelings you refrain from hurting in striking out one passage from the letter on the above subject in last night's paper, but, as one of the Dock Staff, must enter a protest on behalf of myself and fellow-workers for the half of myself and fellow-workers for the half Company in which the real dividend earthers, and, as such, the front in this war of dirty linen between the directors and shareholders.

That some one has made a mess of it is plain enough, but why the bees who make the honey should be blamed for the drones eating it all up is years of fatness, and now burning their fingers in gaubing with the inflated stock, is hard to understand.

If the Expert who supplies your correspondents with so much interesting information would come along of a night when some of us are busy at the bottom of the dock and others running the office shop till the early hours of the morning, to get a statement to set at daylight, he might think twice before saying such work could be done with half the number, unless he wished to turn it into a one-horse show at once. But experts of this kind only come along to have a look about 10:30 a.m., when the hurry scurry of the morning work (from 7 to 9:30) is over, and then look for nothing better than to have a chat with a foreman and such his brains for what information he can get out of him. I hold that we work for every dollar we are paid, including bonuses, which latter do not cover half the overtime the majority of us have to put in, and we want such a hand as our method is hard cash, not paper, and that is well known by every white man in the Dock Co., no matter what his grade.

Many of us have left good jobs as foremen at home to come out at what seemed high pay on a 24 dollar, in some cases doubling our home wages—still when we find that the dollar does not go so far as a bob in the old country; that our time even after the whale has blown is not our own; that an alternate Saturday afternoon is refused us even although made up for many times over; that some of us cannot be sure even of a Sunday off, and get an after-work and our half-pay home again after an hour at the shooting range or other recreation, we have to beg the manager or his assistant's permission far and gaudily enough sometimes, although you can't blame them as they are tied up just as bad as ourselves—is it any wonder that the best men only look forward to their five years' agreement being up to get their passage home?

Talk about taking a poll for dividends! I would like to see a poll taken here of how many would clear out of this par-baked Colony if three months' salary and a passage home were offered. There's a solution of how to reduce your overhead and over-laid cost for our corresponding shareholders!

If contributing and bona-fide shareholders and directors really want big dividends, just send us along a *Doric* or an *Empress* every 85 hours to keep No. 1 Dock full (not of water), and a China and Manila at any other counter wanting a new bottom every month, to keep No. 2 Dock lit up;—when they get a *Munchen* at Cosmopolitan dock don't let her go to Shanghai, and give the overworked staff at Aberdeen something to do.

We should all soon be rich beyond the dreams of avarice, as our business would be doubled every six months, and the opposite would have no chance at all.

In hopes of all this coming off before my time is up, I remain, Yours truly,

ONE OF US.

To the Editor of the "CHINA MAIL."  
Hongkong, August 22.

SIR,—I am glad to find that shareholders and others are taking an interest in our Dock Company's affairs, and I welcome "Wheels within Wheels," criticism of my letter of the 19th inst., and the assertion that the Mechanical and Civil Staff could be reduced without loss of efficiency. As to the Mechanical, I but quoted the assertion of the most competent outside authority in the Colony, and his assertion referred to the requirements of the Kowloon establishment, in ordinarily busy times.

Another quite competent to give an opinion by training and by being often at the docks, yesterday expressed the opinion that they were only in each other's way. Engineers and Constructors of steamers who get their repairs done at Kowloon Docks also complain of the want of system at the docks in getting their work done and returned on board. So that force of numbers does not necessarily mean enhanced efficiency, and while the accompanying table shows the claim of staff I am convinced that with efficient organisation the staff could be reduced as occasion occurred, and at the same time be increased in efficiency.

It is common knowledge that many of the staff are handsomely paid, and personally I am a firm believer in paying munificent salaries; but I would, in exchange, demand handsome services, and while one man may sometimes be doing the work of two, the fault is in the want of organisation. Then, what do we get for the expenditure of \$60,790.16 per year on the Head Office and Drawing Office? Would not a dual director requiring such services be willing to pay such an amount for them? Really, it seems as if the directors and management have, by reason of its unexampled flood-tide of prosperity, suddenly become so ossified by that same prosperity as to be paralysed by the time of slack water, and the query arises, Low are they to meet the coming 'ub?' To conduct towards this, seeing we have magnificent establishments, why should not the directors have their establishments valued by outside experts and the capital of the Company increased to that valuation, and then let our directors and staff set out a percentage of property? and some fee, I beg to give them and you an approximate valuation of their establishments, keeping the valuation as a whole well within the true value—

Land at Kowloon ..... \$ 1,500,000  
Docks and Ships ..... 3,000,000  
Plant ..... 1,500,000  
Buildings ..... 1,025,000  
Material at all establishments ..... 1,605,000  
Dredges, Tugs, Launches and Lighters ..... 304,000

\$ 9,000,000

Land at Cosmopolitan Dock ..... 250,000  
Buildings, &c. ..... 250,000  
Plant ..... 260,000  
Dock ..... 650,000

\$ 1,400,000

Land at Aberdeen ..... 5,000  
Buildings ..... 50,000  
Plant ..... 10,000  
2 Docks ..... 650,000

\$ 760,000

Or a total of ..... \$11,160,000  
Less Sundry Creditors ..... 1,121,927

\$10,038,073

Or say a total valuation of ten million dollars. It must be remembered that while the intrinsic value of the silver dollar has been falling, the dollar value of our establishments has been enormously increased by this fact and by the present increased cost of labour, which they are.

What with "Wheels," asserts it is useless to criticise Directors of Companies here for using the knowledge obtained at board meetings, for that "they all do it." It is interesting to note the dictum of the late great railway magnate Sir Edward Watkin. "That the Director who used the knowledge so obtained to further his personal interests in buying or selling stocks was worse than a bad man."

The wide local interest in the future of the Dock Company is my excuse for encroaching on your space.—Yours,

A SHAREHOLDER.

THE HONGKONG DOCKS.  
To the Editor of the "CHINA MAIL."  
Hongkong, August 22.

MR EDITOR.—A portion of the discussion in your last night's issue, the following photographic stances have been rescued from the waste paper basket by:

THE OFFICE'S GATE

OCTOBER, 1902.  
Hickory, Dicky, Docks!  
Proposed majority stocks;  
Some Directors are and;  
And others are sad.  
Hickory, Dicky, Docks!

NOVEMBER, 1902.  
Hickory, Dicky, Docks!  
Shareholders roll up in stocks;  
More Dividends paid;  
Large writing down stayed.  
Hickory, Dicky, Docks!

A POSTAL QUERY.  
To the Editor of the "CHINA MAIL."  
Hongkong, August 22.

SIR.—Can you inform me how it is that, with steamers frequently leaving this for Cobu and Hailo, the Post Office never makes up mails for these ports?—Yours,  
ANY C.R.E.A.T.E.N.

[The Acting Postmaster General courteously informed me that the Hongkong office forwarded up mails for Cobu and Hailo, but was directed by the Director General of Posts to cease doing so, as neither of the offices named were exchange offices. The Hongkong postal officials, therefore, have no alternative but to send all mail matter to Manila first.—E.M.C.M.]

BUILDINGS IN HONGKONG.

The following extracts are taken from a letter in the N.C. Daily News:—Affairs in Hongkong are really rotten when we have to contend against the buildings that have been built, and those that are building. We take up the newspaper and read that, say, at No. 56, First Street, the kitchen has collapsed and one man killed, and on top of this we find that two unoccupied houses at Stanley have collapsed, "fortunately without loss of life." What is the fault? It is put down to the excessive rain and other natural objections, but the human brain is never called into question. Is it anything new to have excessive rains, or is a typhoon a novelty to the Colony? How is it that we have buildings of a genuine stamp that survive the greatest stress and are built to suit climatic conditions without a waver in their stability? The answer is that on the face of it seems broadening is really simple. Those in power have carelessly passed this power to subordinates, and the very people who are most righteously indignant at the state of affairs seem to be really blind. It gives a wide opening to the cynical philosopher who claims: "Why are fat salaries thrown at people who do not work for them? Let us institute Pocket Bonanza again," and thus it comes to pass that the responsible live in fine substantial homes and the drags are allowed to thrive in bulging walls and overbuilt structures. The only mercy extended is the permission to cover their heads with, but also with something to put inside! The Municipal Library has been a boon to the numerous transients, who would else have been deprived of any intellectual nutriment of the more solid as well as of the periodical order, but for a small subscription its benefits have been widely and impartially diffused, to the great advantage of all 'the contingents.'

In connection with the mention of the business of Tientsin, one of its most obtrusive traits should not be omitted. It has become a habit, a fixed custom, and a "fad," whenever any one can think of the smallest excuse for doing so, to issue an "Express," with every variety of announcement.

Formerly the impending arrival and threatened departure of steamers used to be notified by circulars, in the hands of somnolent and opium-smoking coolies, who sometimes made their appearance the day following. But this was long ago. Now the whole business, like all others, is relegated to the profligate "Express," the delivery of which is a prominent branch of the work of the Imperial Post Office, which performs it with dreadful swiftness and certainty. Early in the morning the snow-storm of "Expresses" sets in, and continues till evening. If a man has a lot of "Civilian Coats at \$12 each," he is not happy until he has disseminated the announcement of the fact by an "Express" in English, which is followed up the next day by another to the same effect in German. Many of these are on colored paper, the better to catch the eye. As a result, there are so many of them that no mortal can either remember or read them all, and the end must largely be defeated after all. But the printing companies encourage the delusion that this is the way to advertise, and reap a large and continual harvest, whatever the weather or the time of year.

Tientsin has at present two papers, a daily and a weekly, the latter edited by Mr William McLeish, long a resident of the port, knowing everyone and known to all. It is likewise in contemplation to expand this enterprise into a daily issue, which could not fail to benefit the community, whatever might be the financial outcome. The present daily is edited by a wide-awake man, who has, however, no special acquaintance with China, but who makes up for what he lacks in this direction by "brashness," and a grimly sardonic humor in reference to all human affairs, which cannot fail to amuse many, as well as to make enemies of some.

The huge bell presented to Li Hung-chang (or to the Chinese Government through him) many years ago and which used to hang in a pavilion specially constructed for it in the West Arsenal, was "presented" to the British Municipality by the Provisional Government, and is about to be hung in a corner of the Public Gardens, where it is to be hoped it will help to abate the present chaotic condition of the standard of time. A gun is sounded at noon (or is said to be) but the gun is so small, and the grains of powder so few, and

## A NORTH-CHINA TREATY PORT.

Progressive Tientsin.  
(From Our Own Correspondent.)

It has already been remarked that the most careless observer is struck with the air of apparent prosperity about this port, and by the confidence of "the oldest inhabitant" that when normal conditions have been restored there will be still greater and more impressive evidences of the same. There are many more foreign "stores" than ever before. They all appear to be doing a good business, and some of them make the (scarcely credible) claim that they never have any "dead stock." But, as the number of foreign residents in all North China is limited, it is hard to see what is to be done with say five hundred pith sun-hats when the season is once over. Even if every separate male should purchase a new one every year, there would still seem to be an over supply. Similarly with all other commodities—but we must suppose that the store-keepers know their own business best. They lay much of the stimulus of trade to "the military," but it is difficult to see what "the military" want with civilian pith-hats and the like, nor how these customers alone could make solid trade.

But then there is the globe-trotter, who is more and more in evidence every month. He comes from everywhere, and is going all over creation, largely by the Siberian Railway. When he comes from "the States" he has a very inadequate equipment of articles for summer wear, and he has often read through all the novels which he bought in Yokohama, and perhaps (as in one case known to the writer) thrown them into the Japan Sea—a course which may confidently be recommended by far the most thorough-going and decisive. In that case, he wants more, and we rub our eyes while we recognise the fact that even Tientsin has become a literary port. There are books at several of the "stores," all the way from Moody's *Scribner's* to some sort of an Encyclopedia such is not too far wearing for the Tientsin intellect. Also copies of the latest illustrated papers are to be had, including not only *Punch*, but *Harper's Weekly*, *Puck*, and *Judge*, and many of the cheaper magazines, like *Yen-seye*, *The Cosmopolitan*, and the like. All along the line of the railway to Peking and Shan-Hai-Kuan the railway book-stall is in evidence, so that "the military" are not only provided with something to cover their heads with, but also with something to put inside! The Municipal Library has been a boon to the numerous transients, who would else have been deprived of any intellectual nutriment of the more solid as well as of the periodical order, but for a small subscription its benefits have been widely and impartially diffused, to the great advantage of all 'the contingents.'

As in Peking and many other centres, the study of English is popular, and the number of students of the same practically unlimited. The head of the V.M.C.A., Mr Gailey, has added to his numerous other tasks that of teaching in a large school of this sort outside the west gate, in an old College, under the patronage and in cooperation with some of the reconstructed gentry. Dr Livingston Hart, of the London Mission, has also opened a school in St. John's College, which is well patronised, and there are other smaller companies of a like character, both for young men and for young women. As a result, the coming generation will have a large number of intelligent young people of both sexes who know more in some lines than a whole city full of their parents used to do. But it must be remembered that many of these pupils are from a distance, and that many study for a very brief time. Yet the vacant places are soon filled, and the aggregate results must be considerable.

If anything in the future may be considered as certain, it is that Tientsin is to be a far greater commercial, railway and industrial centre than before the Boxer outbreak was dreamt of. Pending the resumption of "Chinese rule," and the settlement of the unsettled questions of control of the existing railways and the construction of others, it is much too early to foresee the detail of this development, but, as we have just observed, the fact itself is practically beyond dispute.

Each of the steps of the process will tend to make any possible repetition of the Boxer madness more difficult, and while human nature will remain the same from age to age, its conditions and its enlightenment may so greatly improve that it is not too wild a hope to expect to see hereditarily ameliorated, and a definite realization of the motto which now adorns the audience room of the Municipal Hall: "Comitis inter Gentes—'Friendship among Alien Races.'

The revelations of the typhoon were astonishing. In the spaces of land where new additions to property were impossible, it was discovered that the Chinese had cultivated a system of building on the roofs of existing houses, and that these buildings are erected and those that have been erected, such as

the one I am concerned with, flat as a pancake, are not so easily removed as the original house, and that it comes to pass that the responsible live in fine substantial homes and the drags are allowed to thrive in bulging walls and overbuilt structures. The only mercy extended is the permission to erect banisters to prevent your residence reclining in the road.

The typhoon of Saturday, the 2nd inst., stirred up a few of the rockeries, but it also threw a light—this is mixing of metaphor, and while the accompanying table shows the claim of staff I am convinced that with efficient organisation the staff could be reduced as occasion occurred, and at the same time be increased in efficiency.

It is common knowledge that many of the staff are handsomely paid, and personally I am a firm believer in paying munificent salaries; but I would, in exchange, demand handsome services, and while one man may sometimes be doing the work of two, the fault is in the want of organisation. Then, what do we get for the expenditure of \$60,790.16 per year on the Head Office and Drawing Office? Would not a dual director requiring such services be willing to pay such an amount for them? Really, it seems as if the directors and management have, by reason of its unexampled flood-tide of prosperity, suddenly become so ossified by that same prosperity as to be paralysed by the time of slack water, and the query arises, Low are they to meet the coming 'ub?' To conduct towards this, seeing we have magnificent establishments, why should not the directors have their establishments valued by outside experts and the capital of the Company increased to that valuation, and then let our directors and staff set out a percentage of property? and some fee, I beg to give them and you an approximate valuation of their establishments, keeping the valuation as a whole well within the true value—

Land at Kowloon ..... \$ 1,500,000  
Docks and Ships ..... 3,000,000  
Plant ..... 1,500,000  
Buildings ..... 1,025,000  
Material at all establishments ..... 1,605,000  
Dredges, Tugs, Launches and Lighters ..... 304,000

\$ 9,000,000

Land at Cosmopolitan Dock ..... 250,000  
Buildings, &c. ..... 250,000  
Plant ..... 260,000  
Dock ..... 650,000

\$ 1,400,000

Land at Aberdeen ..... 5,000  
Buildings ..... 50,000  
Plant ..... 10,000  
2 Docks ..... 650,000

\$ 760,000

Or a total of ..... \$11,160,000  
Less Sundry Creditors ..... 1,121,927

\$10,038,073

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\$10,038,073

## THE CHINA MAIL.

## TO-DAY'S ADVERTISEMENTS

## PUBLIC AUCTION.

## THE Undersigned have received instructions to Sell by Public Auction,

## TO-MORROW,

## SATURDAY, the 23rd August, 1902, at 6 p.m., on the Polo Ground at Causeway Bay,

## The following ponies the property of Major WARREN, R.A.:—

## BRUMBLE, Bay Water Gelding, 14.1h,

## —Winner of the &lt;i

# THE CHINA MAIL.

FRIDAY, AUGUST 22, 1902.

## Shipping.

### HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

#### OSTASIASTISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COOPHAGEN, EDINBURGH, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS OF THE LEVANTINE; BLACK SEA AND BALTO PORTS; NORTH AND SOUTH AMERICAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG.

##### SUBJECT TO ALTERATION.

#### FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. "C. Ferdinand",  
Capt. Fuchs,  
} 28th August, 1902 Freight.

#### FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. "Kongsherry",  
Capt. Mayer,  
} 10th September, 1902 Freight and passengers.

#### FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. "Bremen",  
Capt. Kirchner,  
} 24th September, 1902 Freight.

#### FOR HAVRE AND HAMBURG.

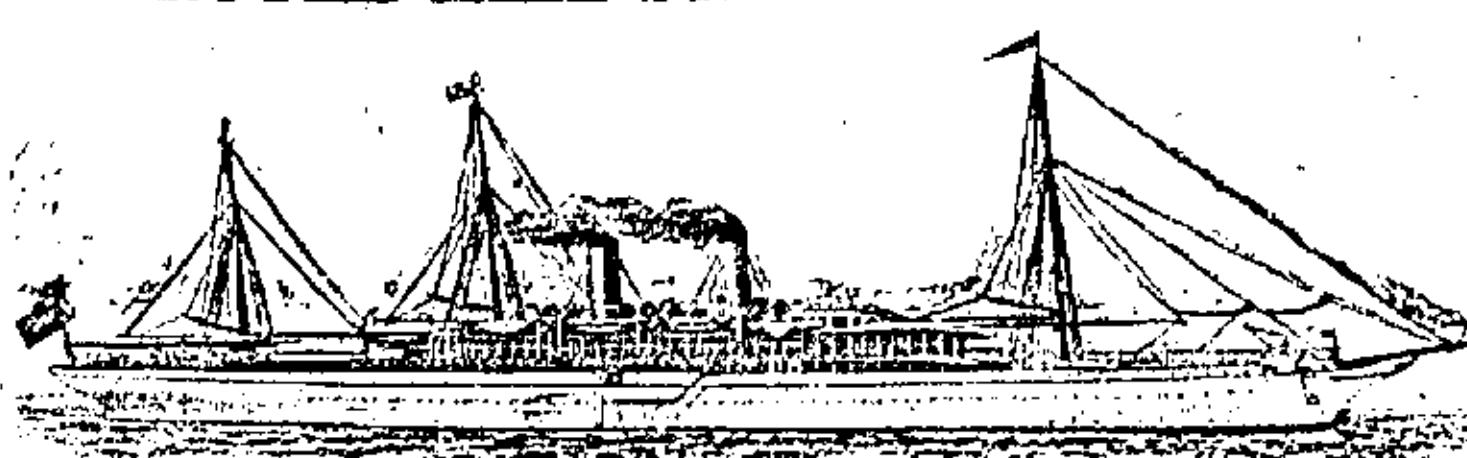
CALLING AT SINGAPORE AND PENANG.

S.S. "Friedberg",  
Capt. Fuchs,  
} 8th October, 1902 Freight.

For further particulars, apply to

### HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Queen's Building, No. 1.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

Callings SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C.

#### SAFETY—SPEED—PUNCTUALITY.

Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

#### PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. "EMPEROR OF INDIA", Comdr. R. MARSHALL, R.N.R. Wednesday, Aug. 27.  
R.M.S. "TITANIC", Comdr. D. BRETHAUF, R.N.R. Wednesday, Sept. 10.  
R.M.S. "EMPEROR OF JAPAN", Comdr. H. PRICE, R.N.R. Wednesday, Sept. 24.  
R.M.S. "ATHENIAN", Comdr. H. MOWATT, R.N.R. Wednesday, Oct. 8.  
R.M.S. "EMPEROR OF CHINA", Comdr. R. ARCHIBALD, R.N.R. Wednesday, Oct. 22.

The magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, N. York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through the principal ports and AROUND THE WORLD, return tickets and various points at reduced rates. G.O. 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japanese Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

#### \* Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TITANIC' have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TITANIC' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
PENINSULAR STREET. 1112

## PORLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.  
IN RASAMHA ..... Alfred Horsfall ..... September 13, 1902  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.  
Hongkong, 18th August, 1902.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing-Dates.

TAMBA MARU, J. W. WALD, SATURDAY, 23rd  
MARSHELLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & POHR SAID.

RIOJUN MARU, N. ORINO, MONDAY, 25th  
VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KORE and YOKOHAMA.

KAMAKURA MARU, H. PETERSEN, FRIDAY, 29th  
NAGASAKI, KORE and YOKOHAMA.

KUMANO MARU, E. W. HASWELL, FRIDAY, 29th  
SYDNEY and MELBOURNE, Via THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

KASAGA MARU, H. FRASER, SATURDAY, 30th  
VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOJI, ROBE and YOKOHAMA.

YOYOMARU, S. J. G. PARSONS, MONDAY, 8th  
\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.  
Hongkong, August 18, 1902.

779

## Shipping.

### OCEAN STEAMSHIP COMPANY

#### OCTOWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	DIOMEDE, JASON	26th August, 3rd September.
GLASGOW AND LIVERPOOL	NESTOR	13th September.
GLASGOW AND LIVERPOOL	MACHAO	18th September.
GLASGOW AND LIVERPOOL	KANGAROO	18th September.
GLASGOW AND LIVERPOOL	ACHILLES	26th September.

The S. S. DIOMEDE left Singapore on 21st instant, and is expected here on 26th inst.

#### HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON	ANTERO	2nd September.
LONDON	DAEDALUS	16th September.
LIVERPOOL DIRECT,	PIREUS	20th September.
(Taking Cargo at London Rates)	DIOMEDE	30th September.
LONDON	JASON	14th October.

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, August 22, 1902.

BUTTERFIELD & SWIRE, Agents.

## CHINA NAVIGATION CO., LTD.

#### FOR

#### STEAMERS

#### TO SAIL

#### NAGASAKI AND KOBE

#### SHANSI

#### 23rd August.

#### PORT DARWIN, THURSDAY ISLAND, COORTOWN, CAIRN, TOWNSVILLE, BRISBANE, TSINAN \*

23rd August, at 4 p.m.

SYDNEY and MELBOURNE & ADELAIDE

26th August.

CHEFOO and NEWCHIANG ..... KWELIN ..... 26th August.

MANILA ..... SUNRISE ..... 27th August.

WEI-HAI-WEI and TIENSIN ..... NANCHANG ..... 28th August.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

BUTTERFIELD & SWIRE, Agents.

Hongkong, August 22, 1902.

## Notices to Consignees.

BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP LOWTHER CASTLE,  
FROM NEW YORK STRAITS, AND  
MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL &amp; CO., LTD., Agents.

Hongkong, August 20, 1902. 1720

## IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship PRINZESS IRENE, of THE NORDDEUTSCHE LLOYD, having been appointed Agents of Cargo here by informed that their Goods, with the exception of Opium, Trunks and packages, are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Ltd., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m. to-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th Inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th August, at 9:30 a.m., and Thursday, the 28th August, at 12 m.p.

All Claims must reach us before the 2nd September, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD,  
MELCHERS & CO., Agents.

Hongkong, August 20, 1902. 1713

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship Nippon having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence delivery may be obtained. Yacht will be landed at Lap-Sap Wan Godown, Lot No. 1295-6.

Optional cargo will be discharged here, unless notice to the contrary be given immediately.

This Steamer brings Cargo from Trieste ex-SS "Prome Prindipe".

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 27th August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th of Aug., will be subject to rent.

Bills of Lading will be countersigned by Sander, WHEELER &amp; CO., Agents.

Hongkong, August 20, 1902. 1716

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship Kintuck having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong &amp; Kowloon Wharf and Godown Co., Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before NOON today.

DODWELL &amp; CO., LTD., Agents.

Hongkong, August 20, 1902. 1714

## BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. BIENVENUE.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, August 20, 1902. 1715

Insurances.  
Strongest in the World.  
TOO MUCH LIFE ASSURANCE?

Do you think your wife and children will think it too much after it is paid—and it is too late to get any more—

Looking at it in that light wouldn't you feel more comfortable if you had a little more life Assurance? Ask the Agent for the Policy best suited to your particular requirements—

THE EQUITABLE LIFE ASSURANCE SOCIETY.

F. KIENE, Manager, Hongkong, 1265.

UNION ASSURANCE SOCIETY.

(Established in the Reign of Queen Anne A.D. 1714.)

CAPITAL FULLY SUBSCRIBED £150,000.

CAPITAL PAID UP £180,000.

TOTAL INVESTED FUNDS EXCEED £3,459,044.

TOTAL ANNUAL INCOME, £1,103,683.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING &amp; CO., 1142, Praha Central.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £15,722,693.

Authorised Capital, £3,050,000 0 0

Subscribed Capital, £2,750,000 0 0

Paid-up Capital, £2,657,500 0 0

Fire Funds, £2,655,548 5 2

HAVING been appointed Agents of the above Company we are prepared to accept European and Chinese RISKS at Current Rates.

HARRY WICKING &amp; CO., 1142, Praha Central.

Hongkong, July 2, 1902. 1537

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents of the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, JACOB &amp; CO., Hongkong, March 31, 1900. 738

10 CENTS A DAY.

Not a very large expenditure, is it?

BUT it is sufficient to secure for a man of 39 a policy with the Standard Life Office for

SL123.

For all Particulars of rates, &amp;c., apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, April 8, 1902. 8-82

THE LEADING NEWSPAPER IN SIAM.

A DAILY NEWSPAPER, with a weekly Mai Edition (20 pp.).

SUBSCRIPTION, DAILY (postage extra), delivered free locally, \$30 a year.

WEEKLY, Post Free, \$20 a year.

ADVERTISING RATES. Per inch (8 lines); \$1.20, one insertion; \$2.80, three times; \$4, a week; \$8, a first month; subsequent months, \$4.

TARO HODSUMI, Manager. Hongkong, March 27, 1902. 589

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

PAID UP CAPITAL, £2,324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.

CHAN KIT SHAN, Esq., C. EVANS, Esq., CHOW TONG SHANG, JULIUS FOKE, Esq., Chief Manager.

Hongkong, May 3, 1901. 117

INTEREST for 12 months Fixed 5%.

Hongkong, May 3, 1901. 117

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, £1,500,000.

PAID UP CAPITAL, £2,500,000.

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON, PEKING, PEGU, PENANG,

CHINAKIAO, SINGAPORE,

CHUNGKING, TIENTSIN.

HANKOW.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THAILAND, COREA AND JAPAN.

Entrusted to the SOCIETY OF THE MISSION ETRANGERÉ.

Translated by EDWARD HARPER FAIRFAX and Reprinted from THE CHINA REVIEW.

PRICE ONE DOLLAR.

ON SALE AT KELLY &amp; WALSH, LTD.

Not responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:

COMET, British 4-masted barque, Capt. W. J. Davis.—Standard Oil Co.

DYSMORE, British ship, Capt. John Snodden.—Naval Stores Officer.

HARROW, British barque, Captain A. Caldwell.—Siemens &amp; Co.

LOTHAIR, Italian barque, Capt. Bozzo.—Carlofort &amp; Co.

TYDEBORN, British barque, Captain John Williams.—Government.

WILSCOTT, American bark, Captain C. H. Madson.—Standard Oil Co.

Hongkong, August 20, 1902. 1716

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. BIENVENUE.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, August 20, 1902. 1715

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Hongkong, August 20, 1902. 1717

# THE CHINA MAIL.

FRIDAY, AUGUST 22, 1902.

## VISITORS AND GUESTS.

## SHIPPING.

### ARRIVALS.

August 21.  
Nanchang, British str., 1,021, E. Finlayson, Tientsin August 15, General.—BUTTERFIELD & SWINE.

Peada Maru, Japanese str., 3,860, John W. Wade, Shanghai August 18, General.—NIPPON YUSEN KAISHA.

Thales, British str., 820, A. J. Robson, Sydney August 20, General.—DOUGLAS STEAMSHIP CO.

August 22.  
Ferdinand, German str., 3,884, F. Pösch, Hamburg and Singapore August 16, General.—HAMBURG-AMERIKA LINE.

Glenora, British str., 1,787, J. T. Davies, Java Ports August 12, Sugar, JARDINE, MATHISON & CO.

Mr. E. G. Hobart Mr. J. C. Moore Murphy  
Mr. E. H. Pease Mr. C. Metcalf  
Mr. G. B. Bishop Mrs. Mrs. Miller  
Major Battawshaw Mr. F. C. Marshall  
Mr. V. J. Chryssall C. G. Marshall & Co.  
De F. Clark Messes and child  
Miss E. G. Hobart Mr. and Mrs. E. O. Matheson  
Mr. H. G. Collier Mr. G. C. Matheson  
Mr. H. G. Collier Mr. K. Nakashima  
Mr. J. C. North, Jr. Mr. C. J. North, Jr.  
Mr. J. Connin Mrs. Mrs. Odham  
Mr. E. Dalglish Dr. W. W. Pearce  
Mr. F. H. Derbyshire Mr. A. J. Fletcher  
Mr. T. C. Downing Mr. J. Rankin  
Mr. F. W. Edward Mr. E. R. Reid  
Mr. T. Edward Miss Reeve  
Mr. F. Esrom Miss C. G. de Reys  
Mr. N. G. Evans and son Mr. H. J. Richardson  
Mr. T. E. Farwell Mr. G. E. Robinson  
Mr. H. G. Fisher Mrs. Mrs. Schow  
Mr. F. K. Gibson Mr. K. A. Schubers  
Mr. F. R. Gibson Mr. C. Scott  
Mr. J. Gibson Mr. E. A. Shewin  
Mr. G. Glaser Mr. W. E. Stamford  
Mr. H. E. Goldsmith Mr. and Mrs. J. D. Stephen  
Mr. N. B. Goss Stephen  
Mr. J. Grant Mr. T. Swaby  
Mr. A. Hayter Mr. O. Terkelson  
Mr. F. R. Higgins Mr. L. J. Thomas  
Mr. F. W. Hills Dr. J. C. Thompson  
Mr. A. Hollingsworth Mr. W. B. Walker  
Mr. T. Howard Mr. M. A. Walker  
Mr. A. Mrs. N. Duke Mr. G. A. Walker  
Dr. W. Hunter Mr. J. P. Williamson  
Mr. W. W. Jackson Mr. W. J. G. Whitley  
Mr. D. J. Jaffe Mrs. A. M. Whitton  
Mr. W. P. Johnson Mr. A. J. Williams  
Mr. E. Johnson Mr. J. A. Wilson  
Mrs. Mrs. Joseph Mr. W. Wadsworth  
F. S. Mr. B. S. Wells  
Mr. J. N. Kalff Mr. and Mrs. C. E. Johnson  
Mr. E. A. Katese W. Wadsworth

### DEPARTURES.

August 22.  
Dove, for Shanghai and San Francisco, Telemar, for Singapore and London.

Empress of India, for Yokohama, Kachidok Maru, for Karatsu, Keisei Maru, for Nagasaki, Kintaku, for Moji and Tacoma, Isebu Maru, for Hoto.

### CLEARED.

Ferdinand, for Swatow, Yutong, for Hong Kong, Peida, for Fukien, Chaufa, for Bangkok.

### PASSENGERS.

Arrived.  
For Nanking from Tientsin, Mrs. Garrold, and 21 Chinese.  
For Taku, Mrs. from Shanghai, A. C. for Hong Kong, Capt. and Mrs. L. H. Moses and child, Mrs. T. C. Chalmers and child, Rev. James Kerfoot, Messrs. Enright, E. Reid, W. O. A. Shepherd, and M. Yamaguchi, for Singapore, Mr. B. Cobom, Mr. S. Simon for Macao, Dr. T. Inayoshi, Messrs. S. Saito, and Tamaguchi, for London, Mr. T. R. Vaughan, Miss G. Smith, Messrs. J. A. N. Ozaki, T. Yoshimoto, T. D. Counter, and G. Wodey.  
For Singapore, from Singapore, 600 Chinese.

### DEPARTED.

For Taku, for Shanghai, Mrs. A. Clark, Messrs. A. Deacon, W. Lloyd, W. G. E. Roach, A. T. Tomlin, A. Fisher, and E. C. Hunt, for Kobe, Messes. Abercombe and Allison, for Nagasaki, Mr. A. J. Hopkins, for Yokohama, Mrs. C. L. Gorham, Messrs. L. Day, W. E. Day, M. R. Alexander, and E. Lee, for San Francisco, Mr. and Mrs. A. Gasquoine, Messrs. G. W. Dohoff, E. Johns, J. P. McKenna, and T. B. Greig.

### SIPPING REPORTS.

The British steamer Nanchang reports, from Fiume August 15th, fine weather, with light airs to Lamock; then fresh S.E. breeze to port.

### POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—Per Tacoma, at 11 a.m., on Saturday, the 23rd August.

For SINGAPORE, SAMARANG & SOERAIBAYA.—Per Baliberg, at 11 a.m., on Saturday, the 23rd August.

For SHANGHAI & CHINKIANG.—Per Kowloon, at 11 a.m., on Saturday, the 23rd August.

For NAGASAKI & KOBE.—Per Shonan at 3 p.m., on Saturday, the 23rd August.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE & ADELAIDE.—Per Tasmania, at 3 p.m., on Saturday, the 23rd August.

For MANILA.—Per Bobi, at 3 p.m., on Tuesday, the 26th August.

For MANILA.—Per Zafra, at 3 p.m., on Tuesday, the 26th Aug.

For MANILA.—Per Zafra, at 3 p.m., on Wednesday, the 27th August.

For MANILA.—Per Bobi, at 3 p.m., on Tuesday, the 26th August.

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